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No. 7.

No. 7.

No. 7.

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Our city readers who spend the Summer in the country can have Tur Tribuse mailed to them by sending their orders to this office. Price \$1 per month.

New-York Daily Tribune.

MONDAY, SEPTEMBER 2, 1872.

The proceedings of the Geneva Tribunal are said to be advancing satisfactorily to the United States. = price of coal has again been advanced in Great Britain. The Emperor William has arrived at Berlin. == The Mexican General Diaz has refused to accept amnesty, and fled to the mountains.

The Pacific Mail Steamer Bienville was burned at sea Aug. 15, and 34 of her passengers and crew are missing. A Wisconsin woman is under arrest charged with poisoning five persons. ____ Little Kaven and his followers destroyed a Government train last Monday, and

killed, wounded, or captured 30 men. The employes of the Custom-house are forced to contribute largely to the Administration election fund. = Robert S. Dunn was murdered in a saloon, by Wm. J. Sharkey. ==== Gold, 1121.

A high-toned young gentleman at Brentville, Virginia, has been indulging in the safe amusement of shooting an intimate friend of his sister through the bars of a jail. We doubt if this would be considered good form even among

We seem to be in a cycle of accidents by sea. The steamer Narragansett came near sharing the fate of the Metis and Bienville on Saturday night. She came into collision with an unknown schooner in the Sound, and escaped by reversing her engines in time.

Mr. Lyman Tremain declares that in his opinion the present contest is the same one which has been raging since the beginning of the Rebellion, between loyalty and treason. He must be a little puzzled to decide on which side he is running, as his chief on the ticket was a member of Buchanan's Cabinet and Johnson's party, and he was himself a very pretty specimen of a spouting Rebel.

The Japanese are apparently about to undertake what we failed to accomplish. It is the State of Georgia, issued in aid of the was to have one-fourth of what the conreported that, as soon as the Mikado returns Coreans to repent of their "insulting letter,"

present the chances of the success of such an rupt laws, on the 16th day of June, 1871, at which expedition seem very slight, especially as China threatens to join with Corea in resisting the invasion.

Liberals of Vermont! bear in mind that though a minority in your own State, you are in full accord with a majority in the Union, and that every vote you cast to-morrow, though it should not elect a single candidate, will tell powerfully on the canvass in other States. Twenty thousand votes for your State ticket is your quota of Five Millions of votes in the whole country, and that would insure the choice of two-thirds of the Electors by the friends of Greeley and Brown. Bring out those Twenty Thousand votes!

The dispatches from Spain confirm the enormous Radical success in the late elections, that party having brought in 294 Deputies to 75 Republicans, and 23 scattering Conservatives. From Washington we are informed that Gen. Sickles has concluded to stay in Spain, and that the King's Cabinet have requested that Sagasta's impertinent request for his recall be considered as not having been made. We are treated to the usual siren song about Abolition and Reform in Cuba and Porto Rico, which will come, perhaps, when Cuba is free, but of which there is no prospect to-day.

If the horrible story which reaches us from Colorado turns out to be true, it will furnish another terrible proof of the utter failure of the Indian policy of the Administration. The chief, Little Raven, who is said to have commanded the attack upon the wagon train of Fort Lyon and to have shared in the murder of the drivers, is one of the savages who were so lately petted and filled with mixed metaphors by their "Great Father" at Washington. Amid all the horror of the story there is one meident which casts a grotesque light over the whole; the Government escort was nine miles behind the wagons, and came up in time to see the victorious savages disappear over a hill-top with shouts of triumph and derision.

We have a piece of gratuitous but valuable advice for our Grant friends. When a gentleman of mature years and eminent position leaves his post in Europe and comes home in the midst of an exciting canvass in his own State without informing anybody of his intentions, it is fair to presume that he means to keep them to himself until he is ready to declare them. An ounce of tact would convince the impatient souls to whom this word is addressed that sending a General to Europe to worry him, dispatching the most genial publisher now living to New-York Harbor to buzz him, haunting his sick room with committeemen, delicately insinuating that a purse is preparing for him, are not measures well calculated to capture so independent and spirited a gentleman as the Hon. Andrew G. Curtin. He is slowly recovering from his illness. When he is ready he will doubtless inform his fellow-citizens of his views and intentions in the present posture of affairs. Until that time, no one has a right to speak for him, and if any men sell him short they will have trouble in the delivery.

Mr. John W. Frazier of Philadelphia makes some new charges against John F. Hartranft Cameron-Grant candidate for Governor of Pennsylvania. For the last six years Hartranft has been Auditor-General of the State, and as such it was his duty to collect and account for various taxes levied on corporations. One of these is a tax per tun on the freight transported by the several railroads. It appears that in the year 1865 \$15,625 was paid by the Delaware and Hudson Company as their share of this tax; in 1866 (the first of Hartranft) the following and issued in a Cheaper Form (quarter Trimure sheet), for 1 cent a single copy, 75 cents per 160, 87 per 1,000. If by mall, 1 cepy, 3 cents; 3 ceples for 5 cents, 100 ceples for \$1,000 ceples for now pay a special tax on the coal mined by themselves, and that such coal, which is the bulk of their tunnage, is not subject to the tunnage tax. If our impression in this respect is correct we are still unable to account for the payment of \$6,940 in 1866, of nothing in 1869, and of \$8,040 in 1870. The accounts with a number of other railroads are in similar

> As the Vermont and Maine elections approach, people are hunting up their last year's Almanacs, and wondering how much the Liberal movement will change last year's Repubican majorities. But that is n't what they want to know. The latest elections were comparatively unimportant, and, in both these sturdy old Commonwealths, overwhelmingly Republican as they have always been, the majorities were very low. The year of a Presidential election, on the contrary, always calls out a full vote, and shows the Republican party at its best. What changes is the Liberal movement going to make on the Republican majorities of 1868, when Grant was a candidate before-that is the question. In 1870 (the last State election there), the Vermont majority was only 21,309; but in 1868 it was 27,324 on the State vote, while, two months later, it swelled the majority for Grant to 32,122. How near will it come to doing as much for him this time? In 1871, the Republican majority in Maine was only 10,631; but in the last Presidential year it was in the State election 20,403, while for Grant himself it was 28,030. What will it do for him, this time?

COULD THE BUSINESS INTERESTS STAND ITT

Neither Thomas Murphy nor A. B. Cornell, according to the Administration organ, now runs the Republican party of New-York. Mr. Henry Clews, the organ tells us, is the man. Mr. Henry Clews even did what a simpleminded public has credited to Thurlow Weed. When that veteran had failed, the astute Clews came in and showed bim how to do it. Clews, not Weed, the organ asseverates, out of his own head, nominated Dix! And Clews tells all Wall Street, (which, as everybody knows, waits for his word on everything,) that the business interests of the Country cannot run the risk of Mr. Greeley's election. Clews says this! Well, let us see how much of Clews the business interests of the Country could stand! Once more we invite the attention of business men to the Georgia records.

and Albany Railroad Company, and the agent | ness; how the road was so wretchedly built appointed to sell in Wall-st, the bonds of as not to be fit for use; how Henry Clews of \$23,000, in bonds of the above descriptions, act of 1870, and transferred to Bullock, simply

against the Japanese claim to tribute. At tematic violation of these iniquitous and cortime 140 miles of the road had been (after a fashion) completed, and the Company were entitled to the proceeds of \$3,220,000 in bonds, no less a sum than \$5,180,000 had been issued and indorsed by the then Governor, the notorious Bullock, and turned over to Henry Clews to throw on the Wall-st. and London markets. Mr. Clews swears in the statement which he submitted to the Georgia Legislative Committee (page 106, Report on Bonds) that "for a number of years past "his firm has done a general banking and commission business, and as inciden-"tal thereto has aided by cash advances nu-"merous parties engaged in the construction of railroads in the Western and Southern States, the latter receiving our preference, from our wellknown desire to aid as rapidly as possible in repairing the ravages of war-our aggregate negotiations, Western and Southern, since the war to the present time, in aid of railway en-"terprises, amounting to at least thirty million "dollars." Observe the patriotism and philanthropy of Mr. Clews! What magnificent beneficence! To help along an enterprise in which not one dollar of private capital was to be invested, he will override the constitution of Georgia to bless the State with unlimited debt, and with godlike contempt for the laws he will flood the markets with five millions of bonds instead of the three authorized by the laws. Thus does he repair the ravages of war.

But Mr. Clews informs Wall Street that the business interests of the Country couldn't stand

Mr. Greeley's election. "Is it not possible," some reader may ask, "that Mr. Clews was ignorant of the fact that 'there was an over-issue of bonds ?" Mr. Clews himself professes the most profound and universal ignorance of the condition and affairs of the railroad of which he was treasurer, as well as of the constitution and laws of the State of Georgia, whose money was intrusted to his care. Had he known anything of the actual facts, had he suspected that the bonds were prematurely indorsed, had his attention been called to the fundamental law of the State, he swears positively that he never would have advanced a dollar to the Bullock gang, and would have promptly declined to receive the bonds (pages 108, 109 et seq.) But he had implicit confidence in Rufus B. Bullock, and never "doubted that the Brunswick "and Albany enterprise was honest and fair." His childlike confidence in Bullock's and Kimball's honesty is only matched by his belief in his own thorough and complete ignorance of everything connected with Georgia. This is the sum and substance of his three affidavits. He, unlike the candidate he supports for the Vice-Presidency, is a frank Know-Nothing, and is willing to swear to it every hour in the

But there is one thing Mr. Clews does know. He knows that the sound business interests of the Country could n't stand Mr. Greeley's election.

We regret to say that there are cerportions of the testimony taken tain by the Georgia Bond Investigating Committee which conflict with Mr. Clews. William McLendon swears (page 3i) that he was one of the contractors for building the road; that he conversed in August or September, 1870, with N. S. Finney, agent of the railroad and of Henry Clews; told him that they were about to the 90th mile-post, and would soon be able to get more bonds; at which Finney laughed and told McLendon that he had seen the bonds up to the 110th mile-post two months before in the hands of Henry Clews in New-York. Finney himself swears (page 38) to having warned Mr. Clews on four or five different occasions in the Winter of 1869 and '70 to be very careful in his dealings with those parties (Bullock, Kimball & Co.); that his deal-45) to having told Messrs. Lewis & Folder, confidential agents of Mr. Clews, that the bonds were fraudulent, and that Clews would make himself liable for negotiating fals; securities. James H. Ledlie (page 55), owner of thirty-five bonds of the Brunswick and Albany Railroad Company, and one of the contractors for building the road, testifies that he had a conversation with Claws in the Fall of 1871 about the overissue of these bonds, in which he told Clews that the bonds issued ahead of the work were worthless. "Clews replied that he knew nothing about it. I told him he did know it, because he knew that the line of road was not near completed, and that bonds of the whole line had been issued and indorsed; and then Clews replied, 'That is none of my 'business.'" Lastly, to complete the testimony that Henry Clews knew, as far back as November, 1870, that the bonds he was selling were issued without warrant of law, we copy from page 15 of the report of the Bond Investigating Committee the following extract from the letter of N. L. Angier, State Treasurer:

STATE TREASURER'S OFFICE, ATLANTA, GEORGIA, March 29, 1872. S. Hon. Thos. J. Simmons, Chairman Bond Committee

Atlanta, Georgia. DEAR SIR: In answer to your inquiries in regard, first, to Messrs. Clews & Co. being advised by me as to infor mality, over-issue and illegality of the bonds issued by Gov. Bullock, I have to say, that in the month of November, 1870, I gave my son, Alton Angier, a letter of introduction to Messrs. Clews & Co. of New York, with instructions to him, after presenting said letter, to notify Messrs. Clews & Co. explicitly in regard to these facts.
As my son was perfectly familiar with all these facts, I simply notified him, verbally, that he present these facts forcibly and explicitly to Mesars. Clews & Co.; and from a letter of Messrs. Ciews & Co. to "Hon. John Harris State Senator, Atlanta, Georgia," dated November 23, 1870, I should judge that my son had faithfully performed this duty. In this letter referred to, Messra. Clews & Co. say: "Mr. Alton Angier of Atlanta presented us a letter from Hon. N. L. Angier, your State Treasurer, and upon the strength of that letter of introduction Mr. Alton Angier has made verbal statements in relation to the bonds of your State, and the manner of their issue, which, if credited, would very seriously injure the standing and value of the State's bonds in this market and in

Mr. Clews thinks the business interests of the Country could n't stand Mr. Greeley's election. Mr. Clews is partly right. The business interests of his house might suffer from the hostility of the new Administration to such swindling and such swindlers.

We have made no attempt to show in this. or in previous articles, the general rascality Mr. Clews was the treasurer of the Brunswick of this Brunswick and Albany Railroad busi-

Governor was not. Some of these points are touched on in a careful article in The Financier of August 31, part of which we reproduce in another column. We have simply endeavored to throw light on the question whether Henry Clews is more knave than fool. He claims to be simply the latter. But he insists that the business interests of the Country could n't stand the election of Mr. Greeley.

THE GRANT SIDE-SHOW. Whether the Louisville Convention shall or shall not be able to find two Democrats above the grade of Brick Pomeroy and Mosby to accept its nominations, it will not be possible for the Grant managers to evade the responsibility of their bantling. Blanton Duncan, who was a Whig and then a Know-Nothing, so long as he was anybody, is simply their tool. . They printed envelopes, franked and directed nine-tenths of all the circulars sent out to drum up volunteers for this Convention. They induced an Assistant Postmaster-General to urge his subordinate postmasters to find Democrats in their respective localities who would receive and act upon these circulars. They furnished the money on which several score of deadbeats have been sent to Louisville in their interest. They have put up this job for their own profit, hoping thereby to divert votes enough from the Liberal candidates to let Grant slip in by a plurality. The President who had three-fourths of the Electors in 1868

is now reduced to this desperate extremity. The Two-term managers thus betray their consciousness that the people are against them. All the Liberals ask is a square issue and an unconstrained vote honestly counted. But those who believe that "one good term de-'serves another," (whence it follows that two good terms deserve two more, and so on indefinitely,) practically confess that they must divide their opponents or be beaten. As between Grant and Greeley they see that the people have already decided against Grant; but if they can induce a quarter of a million or so who prefer Greeley to throw away their votes, they may still hope. Hence their Louisville Convention, of which they defray the cost and must bear the responsibility.

THE LATE DISASTERS. It is terrible to reflect how many hundreds

of lives, every day in the year, every hour of the day, depend upon the soundness of a bit of machinery, or the prudence, self-possession, and intelligence of a single obscure man. Those who trust themselves to the passenger steamers which plow the waters of the Sound and the Hudson River, reck little of the perils which encompass their voyage, and the innumerable precautions which are supposed to have been taken in advance against collision, against fire, against wreck, or for the preservation of life in cases of accident. Any one of a thousand things may go wrong and involve the most awful consequences. The disarrangement of a steam-pump may give up the vessel to the flames, as the Bienville was given up. The breaking of a rotten rope may prevent the timely launching of a boat. A drowsy lookout may not see an approaching vessel. An incompetent pilot may misjudge distances, and put his helm the wrong way. And in the hour of danger a captain may lose control of his passengers and crew, and many may perish for lack of discipline. We never can know when due care has been taken to avoid all these dangers. We must always trust to some unknown and invisible authority for the proper oversight of the ship and her equipments, and the proper care in the selection of the officers. We have only one means of providing for our own safety; that is by holding to a rigorous accountability those who make themselves responsible for our lives. Steamboat "accidents," properly so called, are almost unknown. Collision, fire, explosion are replied that he thought he could take care of steamer on inland waters can hardly be anyhimself. W. K. De Graffenreid swears (page thing else than the result of man's mismanagement. In the first shock of the news from Stoning-

ton we forebore commenting upon a tragedy whose causes were but imperfectly known. The captain and chief officers of the Metis had shown a spirit of self-sacrifice and a certain sort of galiantry in the hour of trial which disposed everybody to believe of them the best. But as detailed accounts of the catastrophe are received it-becomes clear that, however the accident may have originated, most of the fatality must rest upon Capt. Burton's shoulders. Primarily the fault of the collision seems to lie with the schooner. The statements of the captains of the two vessels are directly at variance with each other, but we think it clear that Capt. Burton of the Metis is the nearer the truth. His pilot, Palmer, says he saw the schooner from three to five minutes before she struck, the schooner being then two points off the port (left) bow. Capt. Burton also says that he saw the schooner's red light, which he could not have seen unless he had been on her port side-that is to say, the schooner was nearer the shore. The helm of the Metis was then put to port, so as to pass the schooner on the starboard side. In this statement both the captain and the pilot agree. The captain of the Nettie Cushing saw the Metis about the same time that she saw him, but he declares that the propeller was inshore, that is to say, on his port side. "We were steering clear," he adds. when just as she reached us she gave a 'sheer across our bow and struck us on the "starboard side of the stem." Anybody who will take the trouble to make a diagram of the position of the two vessels will see at a glance that this is impossible. If the Metis had been inshore, that is to say, on the starboard side of the schooner, and sheering across her bow had struck her on the starboard side, she would either have crushed her own bow or escaped with comparatively little injury. The fact is, however, that the Metis was struck abreast of the pilot-house, on the port side and the schooner lost her bowsprit, without suffering any injury to the hull. The probability is, therefore, that in the confusion of a dark, stormy night, the helmsman of the schooner mistook the position of the propeller, and, supposing her to be on the port side instead of the starboard, attempted to go outside her, when he should have gone the other way. This supposition accounts for the injuries to both vessels, but the other does not.

But if Capt. Burton was blameless in reseems to have been reckless to the last degree. It is certain that the crash occurred no later

3:40; Pedrick, the fireman, calls it 3:30; Mr. G. G. Guild, a passenger, says 3:45. It was a full hour after that, according to the fireman's statement, when the propeller was put toward shore, and by that time the water covered the forecastle deck and she was entirely unmanageable. In the meantime she had wasted ten or fifteen minutes looking for the schooner, and then had gone on her course. Capt. Burton says he sent the mates and pilot below to see if she was making any water, and they reported she was not. The fireman, on the contrary, when he heard the crash of the collision, "went forward and found the first mate nailing on a board and canvas to keep 'out the water." It is inconceivable that with a moderately careful examination the extent of the damage should not then have been discovered; yet we are told that the officers supthey had no business to suppose,--the Captain made no examination in person, and the ship proceeded for at least an hour before any alarm was given. Ten or fifteen minutes after the passengers had been aroused the Metis

When the loss of the vessel was seen to be

went down.

inevitable there was no discipline among the erew nor organization of the passengers. Men and women were not aroused until the water was already over the cabin floors. No women and children. There was no efficiency in manning the boats; and how the transfer of persons to the boats was regulated is evident enough from the fact that the only one which reached shore brought a director of the steamship company and five deck-hands, and not another soul. The passengers who escaped either floated ashore on fragments of the wreck or kept themselves above water by means of the life-preservers until they were picked up by other vessels. There were only three boats, and it may be doubted whether they were in condition for immediate launching. From one cause or another they seem to have been nearly useless; yet a sea in which seventy people floated for hours on an open raft could not have been too boisterous for a life-boat. An warranted the expectation. official investigation is to be made into the causes and circumstances of the disaster. From this we shall probably learn who was at fault in the collision, and whether the Metis was properly equipped and manned for the emergency which overtook her. But whatever the official judgment may say, it will be impossible to persuade mankind that when the vessel was struck only twenty minutes from shore, and was able to keep in motion and obey her helm for more than an hour afterward, every creature on board could not have been brought safely to land. We can imagine no circumstance which will excuse Capt. Burton from not knowing the condition

of his ship immediately after the collision. The case of the Bienville is very different. Here there was perhaps carelessness in the precautions against fire; there was certainly carelessness in the means provided to extinguish it. The steam pumps, we are told, would not work. Whether they were originally defective, or had been disarranged by neglect, it is possibly not too late to learn; at any rate, an attempt should be made to fix the responsibility for this fatal defect where it belongs. But it is gratifying to be able to record that with the same gallantry which Burton displayed on the Metis, Maury on the Bienville combined perfect discipline and coolness. During nearly four hours the erew fought bravely against the fire, and when all hope of subduing the flames was exhausted the six boats were launched, and the passengers and crew embarked.

Now let us have a rigid examination into both these disasters. In both there was a grave fault somewhere, and if it cannot be detected and punished our steamboat laws are useless, and we may look for two or three preventible disasters every season. Some of the qualities of greatness are required of the commander of a passenger steamer. Bravery is not enough. Seamanship is not enough. A portly bearing, a gruff voice, a magnificent are both pretty bad, but if Greeley had been manner, and the ability to swear at deckhands and emigrants, even these virtues are not all we ask. But the captain must have the skill of a thorough sailor, the scientific knowledge of an engineer, the eyes of Argus, the power to command, an imperturbable coolness, a faultless judgment, and a soldier's gallantry. Anybody in charge of a steamboat who is not conscious of possessing these qualifications will do well to seek some other pro-

WHO IS SENATOR WILSON'S FORGER?

Several days ago a letter was printed in newspapers friendly to Senator Wilson, addressed to certain Germans in Brooklyn, denying that Mr. Wilson had ever been a Know-Nothing. This charge had before met with an ambiguous and evasive answer from Mr. Wilson, and had been conclusively proved. When this flat contradiction appeared, in his interest and in an apparently authentic form, we gave Senator Wilson the benefit of it, but took occasion at the same time to show its falsity. But the Senator, on reading the letter in Augusta, Maine, denounced it as a forgery, and we hasten to give publicity to this statement

also. There remains a mystery about the matter which ought to be cleared up. Mr. Frevert, with whom the correspondence was held, has placed the letters in our bands for his own justification. The facts are these: On the 2d of July, Mr. Frevert and eleven other Germans of Brooklyn wrote to Mr. Wilson, announcing themselves as favorable to Grant, but desiring to be informed whether Mr. Wilson was ever a Know-Nothing, as reported in some papers and denied in others. On the 27th of August Mr. Frevert received in reply the letter which dated in Natick, August 26. postmarked "Boston," and bears the frank of Senator Wilson. It is written in German, and signed "Henry Wilson per H. A." It is impossible to state whether the frank is a forgery or not. If it is, it is sufficiently successful to pass the scrutiny of the Boston and Brooklyn Post-Senator Wilson will do well not to content

himself with a simple repudiation of this letter. The facts are important to him, and should be promptly stated. The so-called forgery is a categorical reply to the letter addressed to him by Frevert and others. It purports to have been written, not by his hand, but by that of an amanuensis or secretary. It spect to the collision, his conduct afterward comes unstamped from Boston, bearing his frank. It is written to his political friends, and published in his interest. If it is a forgery, construction of that road, and also the bonds tractors made; how the duty of certifying at any rate than 3:45; it was not until 5 that it is a forgery for his benefit alone, founded on with his fleet of eight vessels from his tour of of the railroad guaranteed by the State of and indorsing the bonds, which, by the act the Metis sank; the distance from shore was information which could only have come from inspection of the southern provinces, some Georgia. By iniquitous and corrupt legislation of 1869, was vested in the Treasurer, Mr. only five miles; and yet no attempt was made him or his friendly correspondent. A crime definite action will be taken to cause the aid was secured from the State to the amount Angier, was taken from that officer, by the to beach the vessel until the water had gained has been committed to assist in Mr. Wilson's election, and it behooves him more than any such headway that the attempt was useless. which, by the way, was a strong remonstrance for each mile of road constructed. By a sys: | because the Treasurer was honest and the Capt. Burton says the collision happened at one else to ascertain who has committed it.

PARTY INTOLERANCE.

THE OPINIONS OF AN AVERAGE VOTER-No. II.

SIR: Since I last wrote you I have been some-

what in a maze. What I touched upon in that com-

munication as a single feature of the canvass, to

wit, the utter intolerance of differences, has come to

To the Editor of The Tribune.

be its only feature, and I could only wonder at it as it grew. What I supposed two months ago was to be a good-natured campaign, with a great deal of fun and spice and sprightliness in it and very little of the old setting together of teeth, and clenching of fists, and scowling, and violent talk, has grown to be the most reckless and bitter, and positively venomous I ever knew. I have been trying to understand it, but I confess it is beyond me, for it seems plain enough that there is no call for any such thing. We are not at war certainly; that is posed the injury to be inconsiderable,-which all over. As Republicans we have accomplished vastly more than the most sanguino of us expected or had any right to expect or hope when the party was formed. We have got all through with Slavery, and clinched the business beyoud possibility of reversal by enfranchising the chattels themselves, and enkerneling-if I may coin a word-the best thought of our philanthrophy and political economy in the center of the organic act out of the reach of everything but revolution. All we set out for and better a thousand times has been secured amply and irreversibly, and at the end of it we stand in front of issues entirely new, with the special exertions were made to save the page turned behind us. It seems to me quite in the order of nature that, with all this accomplished, there should be a new crystallization; that the old parties should fall asunder and combine afresh. Why not? Even if this is a personal controversy merely, and the question is only whether Mr. Greeley or Gen. Grant should be President, it does not follow because my neighbor and I have heretofors acted together in opposition to Slavery that wo should agree on the personal merits of these two. And certainly there is as strong a liability that we should differ if the two men represent conflicting theories. What else could be expected than that there should be at this ending and beginning of chapters just such a crossing over, and intermingling, and mixing, and, if you please to call it so, muddle of politics and parties as we see. I know men who have been expecting it for the past four years, and it seems to me the analogies of history and the natural flow and current of political thought

But instead of taking it philosophically, or even trying to be reconciled to it, I find men all round mo getting very angry and excited about it. Men who have no stake whatever above that we all have as citizens in the result, get red in the face, loud, violent, and profane, because some one probably as honest as themselves, who voted with them last year proposes to vote against them this. Both are Republicans, and both will vote for men who not only have been but now are Republicans, but they differ as to their merits, and then comes almost a mortal feud between them. Well, I don't understand it, but I do thank God it will be over in three months more, and we shall have all the rest of our lives, or at least till another election, to be ashamed of ourselves in.

I suspect very few of us who are proposing to ourselves the solemn satisfaction of taking a hand in President-making in November will vote for the actual Greeley or the actual Grant. The average voters have our ideal Greeleys and our ideal Grants, and shall vote for them. The flesh-and-bones candidate is to all of us, I reckon, only a sort of rough model over which we shape our, own ideal, molding one into heroic stature and grand and beautiful form while we punch the other into moral ugliness and distortion. Ah, if each of us should project upon canvas the [candidate we think we are voting for, and the one we think we are voting against, how widely we should all differ from each other, and form the actual likeness. Very little likelihood of a choice in such a balloting.

We sometimes have political discussions in our post-office which is kept in the village store, but the tendency to heat and anger is such that the more discreet of the frequenters of the office avoid political topics, to save their tempers. I was struck with a remark that was made the other evening by the lawyer of our place, who is an active Grant man. The talk had run quite high, and had gone principally to the personal merits and demerits of the candidates; on one side Grant was charged with drunkenness and dishonesty, and even his military record roughly overhauled; and on the other, Greeley was charged with being a Secessionist, a coward, a Tammany Republican, and a Freeover. It was not an inspiriting debate. In a lull of it the lawyer said: "Well, I suppose these me nominated at Philadelphia and Grant at Baltimore, I have not the least doubt we should be calling Greeley a saint and Grant a mean cuss." I thought the remark was suggestive to say the least, but I understood next day that the "true men" of the party, beginning with the postmaster, had lost confidence in my friend the lawyer, " No man would talk that way," they said, "whose heart was in the cause."

It is queer how a little grain of philosophy dropped into that kind of a discussion settles a good many things, and sets men to looking each other in the face in a blank, dazed way, as though they were ashamed of something. There ought to be about one philosopher to the thousand voters-if you could find them in that proportion-to go around whom they have these empty-headed, angry talks about candidates, and congeal their gabble with a single grain of common sense.

I am inclined to think that the politics of this campaign is a good deal a matter of temperament. There are some very excellent people in the world who don't somehow seem to forgive casily. They are very honest men, but they have hard lines in their faces and a sort of conscious goodness) in their manner that is not attractive. It is not their fault that they do not comprehend the idea of reconciliation ;-they are made so. It is a great thing in their favor that they have outgrown the war of 1812, if indeed they have. They are miserly of grudges and grievances, and treasure up accumulations of them to be unhappy over. I hope H am not uncharitable in crediting to this element the only earnest and serious thought in the party of the Administration. It seems to me that as the central idea of the Liberal party is this one of reconciliation around which all the lesser issues cluster, so the central opposing thought is that of the irreconcilables who honestly believe the South should be punished by a policy of distrust. The men who think below the surface of things divide upon this main question. Altogether subordinate are the petty personal issues and the thousand differences that make up the discord. If some of us are too ready to forgive and forget, some are cer-Mr. Wilson now denounces as a forgery. It is tainly too sullen and relentless. The marrow of it all is whether we shall continue to punish-and punish illegally and without form of law-or bogin to govern. AN AVERAGE VOTER

Connecticut, Aug. 30, 1872.

The Sharp-Shooter is the latest Grant campaigner which has reached us. Its No. 1 has the following: "Horace Greeley to the Government in 1864: 'Keep to falth with the soldier. He is but a machine with which you are to work. What though he has derved faithfully the three years for which he enlisted? Keep him in the field until the war is over or he is shot down. He's used to it, and until the war is ended his place is in

the field !" "|The latter were the exact words of Horace Greeley, as published in THE NEW-YORK TRIBUNE, as the expiration of term of service of the first three years men drew

... There are several more fabrications in this issue as baseless and impudent as that above quoted; but one is a dose. Whoever may have use for the champion fibber of the universe may find him at the office of The Sharp-Shooter.

Decoy Bliss is blackguarding Samuel Bowles again through the columns of the paper whereof be is supervisory editor. We wender what Bowles, by this time, thinks of his judgment of human nature.